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FOUNDED 1948 BY JOHN LYMAN

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CONTENTS OF THIS SUPPLEMENT

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1865.....	1
SAILING SHIP NEWS.....	6
LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA (conclusion).....	7
FALKLAND ISLANDS REPORT (continued).....	9

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1865

Compiled by the Editor

SCHLESINGER	Schlesinger, Davis & Co., Newcastle
MIRELLA	I Ship 727 Beckworth & Co., London. Condemned after stranding at Mondragon in 1899, Newcastle, N.S.W. to Guayaquil
Readhead & Softley	South Shields
UNUS (hull #1 for R & S)	I Bg 183 Hodge & Williamson, South Shields.
W. Doxford	Sunderland
BLANCHE	I Bark 499 Thompson & Co., Sunderland.
1887 PRINCE GEORGE	Wrecked August 1903
GLENDEVON	I Bark 336 G. Longridge, Sunderland.
SALLEE ROVER	I Sch 108 T. Anderson, Sunderland. Wrecked c. 1866
Pile, Hay & Co.	Sunderland
COTOPAXI	I Bark 487 J. Hay, Sunderland.
QUEEN OF THE NORTH	I Bark 398 Ellis & Co., London.
1899 GERTRUDE HENRIQUEZ	
1902 DAGGARY	Converted to barge 1911. British barge in 1931. Scrapped 1933
STAR OF THE EAST	I Bark 392 Pardew & Co., Plymouth. Wrecked c. 1869
STAR OF THE NORTH	I Bark 662 Pardew & Co., Plymouth.
STAR OF THE SOUTH	I Bark 665 Pardew & Co., Plymouth.
STAR OF THE WEST	I Bark 387 Pardew & Co., Plymouth.
Denton & Co.	Hartlepool
NORTHUMBRIA	I Bark 600 Builders.
Irvine	West Hartlepool
FAVOURITE	I Bktn 218 Fisher & Co. Went ashore 20 mi. E of Salinas Pt. 14 Feb. 1888, Liverpool to Para
FRANCISCA	I Brig 224 E. de Aznar, Bilboa.
PELHAM	I Bark 340 J. Stewart, London.
Pile, Spence & Co.	West Hartlepool
INDIAN EMPIRE	I Ship 1515 Duncan & Co., London. Hulked at Callao 1895 after dismasting enroute Newcastle, N.S.W. to Mollendo. Returned to service 1899, but burned at Callao 11 Dec. Hulked second time, and still in use there 1920.
NAGPORE	I Ship 1198 Mackinnon & Co., Liverpool. Wrecked on English Bank, Rio de la Plata 26 May 1907, Mobile to Buenos Aires
PERSIAN EMPIRE	I Ship 1532 Duncan & Co., London. Foundered in Bay of Biscay Nov. 1900, enroute Barry to Table Bay
SERAMPORE	I Ship 1528 Mackinnon & Co., Liverpool.

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ANN MILLICENT	Humber Iron Works, Hull I Ship 944 E. Bates, Liverpool. lost in Timor Sea 5 Jan. 1888
CALLIRRHOE	I Ship 1258 E. Bates, Liverpool. broken up in 1909
1898 MAGELLAN	I Ship 1260 E. Bates, Liverpool. stranded on English Bank, Rio de la Plata 6 Sept. 1886
MABEL	I Ship 1375 Gilmour & Co., Glasgow.
SAINT MUNGO	I Ship 1250 E. Bates, Liverpool.
WILFRED	
ROYAL ADELAIDE	William Patterson & Son, Bristol I Ship 1385 Fernie Brothers, Liverpool. wrecked on Chesil Beach 25 Nov. 1872, London to Sydney
MAHA LUKSHMI	G. K. Stothert & Co., Bristol I Ship 1141 George Rennie, Liverpool. burned at sea 23 July 1868
IRON QUEEN	Huddert, Newport I Bark 234 T. Spittle, Newport.
DELTA	C. Hill & Son, Cardiff I Bark 567 Bath & Co., Swansea.
BILBAINO (Spanish steamer)	
BETSEY	Nevill, Llanelly I Brig 272 Samuels & Co., Llanelly.
RACHEL	I Brig 269 Llanelly I. S. B. Co., Llanelly.
BRITISH MONARCH	Clover, Birkenhead I Ship 1296 British Shipowners Co., Liverpool. abandoned on fire in late 1889, Hamburg to Sydney
BRITISH PRINCESS	I Ship 1291 British Shipowners Co., Liverpool.
LOUISE	broken up in 1906
GANGES	I Ship 1185 Clint & Co., Liverpool.
MAIPU	Laird, Birkenhead I Bark 594 Brooke & Co., Liverpool.
ALFREDO	Bowdler, Seacombe I Bark 396 Hawkes & Co., Bilbao.
MARGARET LONGTON	I Bark 458 Longton, Jr. & Co., Liverpool. foundered July 1868
CORONILLA	R. & J. Evans & Co., Liverpool I Bark 524 J. Gambles, Liverpool.
DON BALTHAZAR	I Bark 545 abandoned on fire after sailing from Swansea, 24 Nov. 1865
GARLAND	I Bark 599 Johnston & Co., Liverpool. condemned at Port Stanley, F. I. in 1900 due to acid cargo damaging hull. Later taken to Darwin, F. I. to serve as hulk. Well-preserved hull now lies beached near there.

HERMINE	R. & J. Evans & Co., Liverpool (cont.) I Bark 538 Fletcher & Co., Liverpool.
ORIFLAMME	Hart & Sinnott, Liverpool I Ship 1369 Finlay & Co., Liverpool. abandoned on fire 5 June 1881, London to San Francisco. burned-out hull drifted ashore on Raroia Is.
ATAHUALPA	W. C. Miller, Liverpool
MERSEY	I Bark 493 W. & J. Tyrer, Liverpool.
ZADKIEL	I Bark 495 W. & J. Tyrer, Liverpool. wrecked on West Hoyle Bank 25 Jan. 1868 I Bark 495 Glynn & Son, Liverpool.
RIVER DERWENT	W. H. Potter & Co., Liverpool
RIVER MERSEY	I Bark 504 Hargrove & Co., Liverpool. wrecked on New Island, Falklands 18 Aug. 1867 I Bark 502 Hargrove & Co., Liverpool.
DON ENRIQUE	T. Royden & Son, Liverpool
KNIGHT COMPANION	I Bark 500 Cotesworth & Co., Liverpool. wrecked near Iquique 13 Aug. 1869
SARAH ANDERSON	I Ship 1421 Carlyle Brothers, London. went missing 27 April 1892, Cardiff to Iquique
SIR HENRY LAWRENCE	I Bark 589 Sharpe & Co., Liverpool.
1898 AFRICA	I Ship 1221 Farnworth & Co., Liverpool. went missing 30 Dec. 1898, Ardrossan to Montevideo
CAMANA	Vernon, Liverpool
CORMORANT	I Ship 593 Nicholson & Co., Liverpool.
RIMAC	I Ship 1073 Myers, Sons & Co., Liverpool. I Ship 593 Nicholson & Co., Liverpool.
FAIRY QUEEN	Mackern, Preston
RIBBLETON	I Sch. 94 G. Lawson, Preston. I Bark 398 Kellock & Co., Liverpool. wrecked October 1894
VEUNERNE	
ERIN'S PRIDE	Preston Iron S. B. Co., Preston I Sch. 152 P. Ternan, Drogheda.
MARAVILLA	Preston Iron Works, Preston
AMAZONA	I Bark 657 Fletcher & Co., Liverpool. wrecked near Oporto 23 Dec. 1909
WENNINGTON	Lune Shipbuilding Co., Lancaster I Ship 882 Wilson & Co., Liverpool.
MOUNTAIN LAUREL	Williamson, Harrington I Bark 690 Sprott & Co., Liverpool.
TANTALLION CASTLE	Steele, Greenock
1898 DACCA	I Ship 1057 Currie & Co., Liverpool. 1898 MACCA broken up in 1912

PREMIER	Brown, Dundee I Ship 486 Cochran, Dundee.
DUNDEE	Gourley, Dundee I Ship 1288 Gilroy Brothers, Dundee.
CORSAIR	John Scott, Inverkeithing I Bark 449 Liverpool.
ANNIE SHARP	Harland, Belfast I Bark 585 R. Sharp, Liverpool. wrecked at Dover 29 March 1868
BOYNE	I Bark 617 W. H. Tindell, Scarborough.
BRITISH PEER	I Ship 1330 British Shipowners Co., Liverpool. wrecked at Saldanha Bay 8 Dec. 1896, London to Cape Town
BRITISH NATION	Walpole, Dublin I Ship 1326 British Shipowners Co., Liverpool.
1902 H. HACKFELD	C. Henoch Jr., Bremen.
AUSTRALIA	J. Johanson & Co., Christiania.

A NOTE ON THE COMPILED LIST

The lists of United Kingdom launchings prepared by John Lyman ended with 1869. To begin working back further, a copy of Lloyd's Register of Shipping for 1869 was scanned to extract any information on iron or steel sailing vessels built in 1868 or earlier. Fortunately, for the period we are concerned with, Lloyd's placed "(Iron)" very prominently in column two of the listings, as appropriate. Next, a check was made of an 1868-1869 edition of the Liverpool Underwriters' "Red Register" of iron and steel sailing vessels in the Library of Congress. Unfortunately, this is the only Red Register I have been able to find on the East Coast. The New York Public Library is supposed to have one year, but have never managed to find it for me.

Each year of Lloyd's Register was now checked, working backward from 1868 to 1838, to catch any vessels that had dropped out prior to 1869. 1838 appears to be the year the first square-rigged sailing vessel was built in the British Isles with an iron hull; the IRONSIDES, launched by Jackson & Gordon, Liverpool. Each vessel has been entered on a 3 x 5 file card, filed alphabetically along with the iron and steel vessels built after 1868, worldwide. After this had been completed a xerox copy was received from David R. MacGregor, of a list of British-built iron sailing vessels 1840-1865, from Navires en Fer a Voiles, Etude Commerciale by E. Lissignol, published in Paris in 1866. This provided an interesting comparison. Lissignol provided information on six vessels not in the Log Chips file, but was in turn missing no less than 104 vessels in the file. Iron vessels not rigged as either ships, barks or barkentines had not been included in the Log Chips inventory, and consequently do not appear in the 1866-1868 lists. However, since they are listed by Lissignol, they will now be included in the 1840-1865 lists.

Information on later histories of vessels is derived from a number of sources, including; a scan of "Sea Breezes Magazine," from issue No. 1 to the present; a list of sailing vessel losses in the 1890's, which appeared in the "Belgian Shiplover;" company histories by A. G. Course and others; works cataloguing ship-wrecks of various regions; etc. Losses of vessels can generally be confirmed,

and elaborated upon, by checking the shipping casualty ledgers of the Atlantic Mutual Insurance Companies, at their headquarters on Wall Street, New York. These ledgers were kept by Company employees for eighty years, from the late 1850's to the late 1930's. They contain notations on any casualty to a vessel, anywhere in the world, whether Atlantic was involved in the insuring or not. In many cases, the notations are supplemented by pasted-in clippings from shipping journals.

NOTE: I would like to apologize for the wanderings of Preston in the launching lists. The name is a very common one in the British Isles, and at least three are located where shipbuilding could have taken place. I am now convinced we are dealing with Preston, Lancashire, north of Liverpool. This would seem to be well supported by the fact that the name RIBBLETON, in the 1865 list, is a suburb of that Preston, which is located on the estuary of the Ribble River. In this century, Preston, Lancashire became well-known as a location ships were broken up. In the 1866 list, Preston will be found at the end of the Scottish yards.

SAILING SHIP NEWS 1981-1982

ANDES - Iron bark (blt. Sunderland 1874, 866 T.) Burned at Antigua, West Indies 7 June 1905. A wreck believed to be this vessel was visited by the Editor in November 1982, while sailing from Antigua to Tortola in Captain Arthur Kimberley's brigantine ROMANCE. It is lying in Deep Bay, west of St. John's, Antigua. The hull is intact except for the extreme stern, and lies just under the surface, very clearly visible with a face mask. The stumps of the main and mizzen masts, and the knightheads, stand clear of the water. Most of the deck beams and hatch coamings are in place, the beakhead is largely intact, and the windlass is lying in the tweendeck.

CREOULA - Steel four-masted schooner (blt. Lisbon 1937, 664 T.) Visited by the Editor, in April 1982, in the shipyard at Cacilhas Point across the Tagus from Lisbon. She was undergoing an extensive conversion to a "youth adventure" training vessel, to operate under the Portuguese flag. Her sistership SANTA MARIA MANUELA, built the same year, is still serving in the Grand Banks fleet, based at Aveiro, as a motorship.

CUAUHTEMOC - Steel bark. Launched at Bilbao, Spain in November 1981, to serve as training ship of the Mexican Naval Academy at Vera Cruz. Entered service in the summer of 1982.

DAR MŁODZIEŻY - Steel full-rigged ship. Launched at Gdansk, Poland in November 1981 to replace the Polish training ship DAR POMORZA which will now become a museum. The new vessel is flush-decked, with a rather ugly modern stern.

DUNAY, ex-CRISTOFORO COLOMBO - Steel full-rigged ship (blt. Castellamare 1928, 2787 T. disp.) Italian training ship awarded to Russia as reparations after World War II. Employed in the Black Sea until laid up in 1962. Miroslav Tsanov of Bulgaria reports that she was broken up at Odessa in 1972.

ELISSA - Iron bark (blt. Aberdeen 1877, 431 T.) Restoration at Galveston, Texas has progressed to the point she was able to put to sea for the first time under sail 31 August 1982. By year's end, the major work still to be completed was a refurnishing of the aft accommodations, and construction of boats and boat skids.

ERNESTINA, ex-EFFIE M. MORRISSEY - Wood schooner (blt. Essex, Massachusetts 1894, 119 T.) Former fisherman and polar exploration ship. Completed rebuilding in Cape Verde Islands, and returned to the United States (Newport, R.I.) under sail 24 August 1982, taking 40 days in the crossing. She is spending the winter at Gloucester, Massachusetts, where she will be hauled out and have an engine fitted. Her home port is currently New Bedford.

PEKING - Steel four-masted bark (blt. Hamburg 1911, 2152 T.) Museum at New York. Major restoration during 1981-1982 involved replanking two-thirds of the bridge deck, and reinstating five skylights that had been removed when she was a floating school in England. The skylights have steel sides, and hinged teak lids with brass-rimmed port lights.

Russian barkentines and schooners - Around the time Log Chips was initiated in 1948, a fleet of wooden sailing vessels was built in Finland for the Soviet Union, as World War II reparations. The total number built was around 50. The following are reportedly still in existence:

KODOR (blt. 1951, 322 T.) Operating in the Baltic as the training ship of an engineering school in Leningrad. Three-masted schooner.

ZARYA (blt. 1952, 339 T.) Operating as the non-magnetic research vessel of the Leningrad Institute of Oceanography. Three-masted schooner.

VEGA (blt. 1952) Stationary use at Talinn Seamanship School. Barkentine.

KRONVERK, ex-SIRIUS (blt. 1948, 322 T.) Permanently moored at Leningrad. Barkentine.

KIHNU JOHN Stationary use at Talinn. Barkentine.

NADESZDA Stationary use at Nakhodka. Schooner.

SEDOV, ex-KOMMODORE JOHNSON, ex-MAGDALENE VINNEN - Steel auxiliary four-masted bark (blt. Kiel, Germany 1921, 3476 T.) German cargo carrier awarded to Russia as World War II reparations, and subsequently employed as a training vessel. Returned to service in 1981 after being laid up around fifteen years. Called at Lisbon and Southampton in August 1982.

Unidentified sailing vessel; three masts, over 85 feet in length - Apparently sunk to form a bulkhead for landfill circa 1750. Discovered during pre-construction archeology on the future site of 175 Water Street in lower Manhattan, in January 1982. Fully excavated, except for a portion of stern and starboard side under the street. Hull was found to be largely intact, including remains of two, partially collapsed decks. The ship was recorded by a team of around fifty archeologists, and twenty feet of the bow carefully disassembled for conservation and eventual display. The pieces of the bow are currently being treated in tanks of polyethylene glycol, at a laboratory in Groton, Massachusetts.

WAVERTREE - Iron full-rigged ship (blt. Southampton, England 1865, 2170 T.) Undergoing restoration for museum use at New York. During 1981-1982 ninety feet of the main deck, cut open for sand bins in Argentina after 1948, was restored, including beams, tie plates, and hatch coamings. The entire main deck was planked, aside from an area underneath the foc'sle head, and a new steel spike bowsprit was built and rigged.

LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA (cont.)

Drive to tower at entrance to Port to see Chris Halls (PASSAT veteran), President of Australian Cape Horners. Drive to Port Adelaide Maritime Museum above town library. Photograph figureheads of GARTHNEILL, BRITISH ADMIRAL, MARGIT, STAR OF GREECE, ANNE LISLE, SULTANA, HANNAH NICHOLSON, LORD CANNING, COUNTESS, WAVE QUEEN, NORMA, MARY MILLER, GENERAL BLANCO, CLAYMORE, VILLE DE BORDEAUX. Walk back to Keith Le Leu's house, photographing Port Adelaide architecture, and active ketch-rigged motor vessel FALIE. Night at Le Leu home.

April 2 - Morning at State Museum in Adelaide, looking through Edwardes Collection of sailing ship photographs. In afternoon visit Jason Hopton (PASSAT veteran), Secretary of Australian Cape Horners. In evening visit Neil Cormack, authority on wrecks lying in North Arm of harbor. Night at Le Leu home.

April 3 - Drive to North Arm, and hike through mangroves to photograph wrecks now identified as iron barks SUNBEAM (blt. Kirkaldy 1857) and ULLOCK (blt. Aberdeen 1875), and steel bark GARTHNEILL, ex-INVERNEILL (blt. Port Glasgow 1895). SUNBEAM is the most complete, having most of its bow, but no decks. Little remains of the stern, and the surviving hull is very weakened by rust and partially collapsed. All that remains of ULLOCK is the keel and keelson, floors, and some bottom plating. The same survives in the case of GARTHNEILL, along with some of the port bow, but none of the upper stem. Spend middle of day driving from Port Adelaide to Wallaroo on Spencer Gulf, arriving 2:30 P.M. Visit Dorothy M. Fyfe, who opens maritime museum for us. Museum is located in former Custom House, and has good collection on last grain ships, and earlier sailing ship trades of the Gulf. Drive to Port Victoria. Contact custodian of local maritime museum to have it opened for us. Museum is small metal shed at entrance to long pier. Exhibits are primarily grain ship photos, and photos and artifacts from wrecks on Wardang Island. Wallaroo has modern grain handling facilities, and is the larger town. Port Victoria probably looks much as it did when the last sailing ships called there. Finding no place to stay in "Port Week," we return to Wallaroo, and spend the night at the Sonbern Hotel, an ancient verandahed building near the railway station.

April 4 - Drive down Yorke Peninsula to Stenhouse Bay. At the abandoned gypsum mine where HOUGOMONT was sunk to form a breakwater, there is no sign of her remains, even looking down from a high rock through quite clear water. A few miles further south, beyond Cape Spenser, is the wreck of the iron bark ETHEL, ex-CAR-MELO (blt. Sunderland 1876), which went ashore 2 January 1904. The surrounding scenery is magnificent; high yellow sandstone cliffs, a beautiful sandy beach, and thundering surf. The wreck, perched high on the beach, is gone forward of the after hatch. The remainder of the hull has wasted away to a fragile skeleton, but still holds its shape, up to the beams of the former poop. Drive back to Port Adelaide in the evening. With Keith Le Leu, visit ship photographer M. R. Dippy. Night in foc'sle of fireboat FIRE QUEEN, in bow removed from vessel and preserved ashore, one of Keith's larger artifacts.

April 5 - Photograph steam tugs FEARLESS and YELTA, saved by Keith for future Maritime Museum of South Australia. Drive east along coast to Warnambool, Victoria. Visit Flagstaff Hill Historical Park and Maritime Museum. In a pond, well inland from the harbor, an old wooden steamer hull has been partially converted to represent a barkentine; an ill-advised project the new director is considering abandoning. Nearby, the ketch REGINALD M. is undergoing a more serious restoration. A Mystic Seaport-type village has been created, including some stone buildings roofed with green slate from the cargo of the FALLS OF HALLADALE. A museum building contains displays on several wrecks, including the FALLS OF HALLADALE and the LOCH ARD. The most remarkable exhibit is a six foot tall Mintin porcelain peacock rescued from the LOCH ARD wreckage. Continue east to Peterborough. Call on Miss Jean Mackenzie, author of a book on shipwrecks of the region partly based on diaries kept by her mother 1873-1914. Miss Mackenzie has in her parlor the bell from the NEWFIELD and the wheel boss from the FALLS OF HALLADALE. Night at Schomberg Motel, named for another famous local shipwreck.

April 6 - In morning, visit sites of wrecks of FALLS OF HALLADALE, NEWFIELD and SCHOMBERG, with Miss Mackenzie as guide. Continue east to Loch Ard Gorge, scene of wreck, with small cemetery on bluff. Drive through Geelong, and out to Indented Head to see remains of sidewheel steamer OZONE, sunk as breakwater. Little remains of hull, but paddlewheels are still prominent. Return to Melbourne. Night at Hannaford Home.

April 7 - In morning, revisit POLLY WOODSIDE and adjoining museum. Drive to suburb of Black Rock, and borrow skiff to row to 1868 casemate monitor H.M.S. CER-

BERUS, grounded as breakwater. CERBERUS was built in the British Isles for the Colony of Victoria. Aside from the stack, and lighter superstructure, she is intact. The two turrets are located at either end of a raised breastwork faced with 9 inch armor. The turrets themselves are 9 inch armor backed with timber. The armament installed in 1868 is still mounted; two 10 inch rifled muzzle-loading cannon in each turret. The hull on the offshore side has large holes below the waterline, and must be near to collapse, considering the weight of armor it is supporting. There have been proposals to preserve the ship and restore it, but the task looks monumental at this point. Return to Melbourne, photographing architecture, particularly ornate cast iron on porches of Victorian "terrace" row houses. Night at Hannaford home.

April 8 - Spend day with Hannafords. In evening give slide lecture for Ship-lovers Society at Latrobe Library, on surviving Cape Horn sailing ships in the Western Hemisphere.

April 9 - Fly from Melbourne to Newcastle, N.S.W. in morning, arriving at 10:10 A.M. Visit Newcastle Maritime Museum in Fort Scratchley, overlooking harbor entrance. Fort fought a brief duel with a Japanese submarine during the War. Walk to ferry to Stockton. In Stockton, walk to north breakwater, and out to the wreck of the French four-masted bark ADOLPHE. Vessel was wrecked on the Oyster Bank 30 September 1904, before the breakwater was extended to that point. Over forty feet of the bow is above water. The plating is largely intact, but the decks (cemented over at some point, apparently for the use of fishermen), are ready to collapse. The breakwater was extended before the last masts fell, as part of their remains are lying on it. The Maritime Museum has a fine swivel chair from the saloon of this ship. Return to Newcastle, and catch 4:00 P.M. train to Sydney. Night at Kirketon Hotel, Kings Cross, Sydney.

April 10 - Walk from Hotel to downtown Sydney. Taxi to Maritime Museum at Birkenhead Point. Tour museum exhibits in former tire factory now being developed as shopping mall, and Museum steamers WARATAH (1902) and JOHN OXLEY (1929). Both are former pilot vessels. WARATAH, whose extensive restoration is nearing completion, also served as a tug. JOHN OXLEY is intact, in fairly good condition. After lunch, tour JAMES CRAIG, ex-CLAN MACLEOD (1874), iron bark built at Sunderland, England, recently towed from Tasmania. Vessel consists of extensively patched hull, with deck plated over for tow. Some deteriorated portions of old masts lying on deck. Restoration is to resume once WARATAH is completed. Cross Harbor Bridge to visit Cyril Hume in apartment overlooking Neutral Bay. Dinner with Mori Flapan, of Maritime Museum, near central ferry terminal. Night at Kirketon Hotel.

April 11 - Spend morning in downtown Sydney bookstores. Leave Sydney by plane at 1:30 in afternoon, for Los Angeles, by way of Auckland and Honolulu. After brief stopover in Los Angeles, continue to New York.

FALKLAND ISLANDS REPORT (Cont.)

EGERIA

HISTORY: Full-rigged ship, 1066 tons, 176.5 ft. in length, breadth 36.3 ft., depth 22.9 ft. Built near St. John, New Brunswick in 1859. Owned in Liverpool, England, and later London. Put into Port Stanley 12 September 1872, enroute London to Callao with cement and coal. Had put back from Cape Horn leaky and damaged. Condemned, and later sunk at end of Falkland Islands Company jetty, outboard of hulls of WILLIAM SHAND and SNOW SQUALL.

DESCRIPTION: Hull was largely intact as late as the mid-1950's, after which the forward 100 ft. was cut down to allow extension of the wharf and construction of a new wool shed. The forward portion of the hull survives under the wharf, up to just above the 9 foot draft numeral at the bow. The after portion, which was not cut down, still has two decks, the maindeck and tweendeck, and is roofed over with corrugated metal on a 2 x 4 framework. This two-storey area is used as workshops, and storage for stevedoring gear. Though most of the ships in Port Stanley were once warehouses, EGERIA is the only one still in active use.

There was once a full poop, around 50 ft. in length. The hull still extends upward at sides and transom, almost to the level of this deck, but the deck itself has been replaced by the present roof. The transom has two square windows, one on either side of the sternpost. It is protected on the outside by a skirt of metal sheeting, but apparently has no surviving decoration. The ceiling planking inside the poop appears to have much of its original paint. Patterns in this paint, which is white or various shades of light blue, indicate the locations of stateroom partitions, berths, and the hanging knees that once supported the deck above. Forward of the former location of the break of the poop, the maindeck survives for another 20 ft. before it is cut down. In this area the covering board survives, pierced for timberheads which have been cut off or removed.

EGERIA is built with timber lodging knees, and iron hanging knees. In the lower hold, the hanging knees are vertical in the middle of each side, and cant toward bow and stern with increasing angle moving away from amidships. The pillars in both hold and tweendeck are rectangular in section, oriented along the centerline, with short iron straps fore and aft, at both top and bottom, attaching them to the beams. The tweendeck beams measure 14 $\frac{1}{2}$ " wide by 13" deep. The frames are single. A sampling amidships gave a thickness of 9 $\frac{1}{4}$ " and a width varying from 9 $\frac{1}{2}$ " to 11." The spacing between frames varied from 2" to 5 $\frac{1}{4}$." There are 4 $\frac{1}{2}$ " wide iron bands, lying at a 45° angle, let into the face of the frames underneath the outer planking. They are $\frac{1}{2}$ " thick, and lie about six feet apart. They lie with their lower ends toward the bow forward, and toward the stern in the after half of the vessel, and, at the upper end terminate below the maindeck. The hull is sheathed to above the load waterline with 1" by 7" planking, more or less following the run of the hull planking. At its upper edge, the sheathing is finished off by a 3 $\frac{1}{2}$ " horizontal strake, rounded off. A figurehead appears in photographs taken early in this century, and the beakhead survived into the 1950's. Some of the carved trailboards in the Port Stanley Museum are probably from this vessel.

FLEETWING

HISTORY: Brig, 237 tons, 110 ft. in length, breadth 25 ft., depth 14.6 ft. Built by Richard Jones at Borth-y-Gest, near Portmadoc (now Porthmadog), Wales, in 1874. Owned by W. Prichard & Co. of Carnarvon (now Caernarfon), and employed in transatlantic trades, including voyages to South America. Sold to Falkland Islands Company in 1911. Arrived in Port Stanley October 30th of that year, with a cargo of coal, and a crew only signed on for the outward passage. Extent of use by the F. I. Co. is not known. Now lies grounded, broadside to shore, just east of Falkland Islands Company wharf and sheds, serving as a dumping place for cast off oil drums. Short histories of this vessel appear in; Immortal Sails, by Henry Hughes (1969); Porthmadog Ships by Emrys Hughes and Aled Eames (1975); and Cymru a'r Mor/Maritime Wales, Number 4, July 1979. At least two paintings of the FLEETWING exist.

DESCRIPTION: A few weeks after the British recaptured the Falklands, a report was received from the local maritime historian, John Smith, to the effect that FLEETWING had been the only vessel to suffer any major damage during the conflict. John reported that her sternpost had been pulled out by the Argentine forces, for use as firewood. After learning what they were doing, he was able to rescue the timber, and talk them out of doing any more damage.

Prior to this damage, the hull had been intact, up to an apparent tweendeck. Of this deck, only two dislodged beams survived, along with some lodging knees. She had been built with timber lodging knees and iron hanging knees. One hanging knee stood above the starboard side, indicating the location of the maindeck. There were no timber breasthooks or filling transoms surviving, but several comparatively short iron crutches spanning the inside of both stem and sternpost.

JHELUM

HISTORY: Full-rigged ship, later bark, 466 tons (428 after 1856), 123 ft. in length, breadth 27 ft., depth 18 ft. Launched 24 May 1849 by Joseph Steel at Liverpool, England. Owned by Joseph Steel, Sr.; William Bell; Joseph Coull; and Joseph Steel, Jr., all of Liverpool. Figurehead was female bust. Spent career in trade between Liverpool and west coast of South America. Re-rigged as bark in 1858. Put into Port Stanley leaking 19 August 1870, enroute Callao to Dunkirk. Condemned 30 September 1871. Cargo left in bark PELHAM. Later sunk at end of jetty, at west end of town, to serve as warehouse. Has not been used for many years. Most intact wooden British-built deepwater merchantman.

DESCRIPTION: Hull is largely intact up to level of maindeck and poop, aside from a gap cut through amidships to extend jetty. Forward of the mainmast, the deck planking is gone, but some beams survive in a very weakened state. Forward of the gap, some of the rail survives, supported by timberheads. Aft of the gap, the decks survive, but no rail or bulwarks. The surviving tweendeck, and the sole of the poop, are still quite solid. The surviving maindeck, and the poop, have been protected by corrugated iron, but the iron is now deteriorating, and the planking beneath is rotten. The height of the tweendeck, to the underside of the maindeck beams, is approximately six feet. The height of the poop above the maindeck is approximately four feet. The length of the poop is 33 ft. 6 in. The maindeck extends six feet under the poop, creating an alcove, purpose unknown. Where the maindeck finally ends, the tweendeck also ends, and the sole of the poop begins. **BULKHEADS**

No ~~bulwarks~~ survive under the poop, but mortices for their supports, cut into the deck planking, indicate their location. Further evidence is provided by bits of surviving panelling and molding on, and between, the beams of the poop, and, as in EGERIA, by patterns of old paint on the ceiling planking. The colors are white, or various shades of blue. However, one section on the starboard ceiling has remnants of an ornately decorated Victorian wallpaper. There are four windows in the transom. None of the stern decoration survives, aside from part of a curved backing board, and a fragment of the molding that ran beneath the windows. The six-sided box where the rudder post entered the hull is well-preserved. There is a remarkably well-preserved flat-roofed skylight in the poop, above the aft end of the sole; 5 ft. 6 in. in length, 5 ft. wide, and 2 ft. 6 in. high. The glass is gone, but the muntins for the panes are still there. The corners are strengthened on the inside by quarter sections of turned posts, and there is a decorative molding on the underside of the roof. There are openings for portholes on either side of the accommodations, and lead scupper pipes for the sole.

Deck beams vary greatly in their dimensions and spacing. The larger beams range from 9 in. to 11 in. in width. The smaller beams range from $6\frac{1}{2}$ in. to $7\frac{1}{2}$ in. in width. Beams range in depth from $8\frac{1}{2}$ in. to $9\frac{1}{2}$ in. There is little pattern to the sequence of large and small beams, but the first four maindeck beams in the bow are large. All the beams of the poop are small, except the aftermost. The spacing between beams ranges anywhere from $31\frac{1}{2}$ in. to 60 in. The first three beams of the maindeck, and the first two beams of the tweendeck, have timber lodging knees; the last in each case only on its forward face. The aftermost two beams of the maindeck, the forwardmost two of the poop, and the aftermost two of the poop, also have timber lodging knees between them. All the remaining maindeck and tween deck beams are attached to the hull by 2 ft. iron straps on each face, tapering from 4 in. to $2\frac{1}{2}$ in. in width, joined by three iron pins through the beam, and joined to the hull by pairs of bolts through the frames and ceiling finished off on their inboard ends with six-sided nuts.

Most, but not all, of the large maindeck and tweendeck beams are supported by iron hanging knees. Under the maindeck beams, these knees are vertical, and span six strakes of ceiling planking. Under the tweendeck beams, they span ten strakes of ceiling, and are canted toward the bow forward, and toward the stern aft. The remaining spaces between poop beams are filled by iron staple knees. The only hanging knees under poop beams are timber ones under the forwardmost. There are timber breasthooks in the bow, at each deck. An iron crutch serves as a third breasthook, in the lower hold. The aft end of the lower hold has a complete set of timber filling transoms, closely-spaced. These are supplemented by a very long iron crutch, with its ends angled downward. The same maindeck and tweendeck beams that have hanging knees also have iron centerline pillars, $2\frac{1}{2}$ in. in diameter.

Much of the beakhead survives, with two cheek knees on each side, bobstay plates, and remains of hair brackets, head timbers and mainrail. There are two iron hawsepipes on the port side, and one on the starboard side, passing through the knightheads. The iron is isolated from the surrounding timber by some type of metallic sheathing. There is a large timber windlass lying in the hold, with carrick bitts, and iron pawl and purchase rims and purchase shoes. A 12 in. by 12 in. timber pawl bitt also lies in the hold, with a set of five iron pawls. On the foreside of the pawl bitt is a remnant of a timber riding knee which apparently joined it to the heel of the bowsprit. The starboard cathead is still in position, supported by a timber hanging knee, with remains of lignum vitae sheaves in three slots near the outer end. Some chainplates for fore and mizzen rigging survive, along with some iron bails for lower deadeyes at the fore. A pile of wire standing rigging, with deadeyes, badly deteriorated, lies in the hold just forward of the gap.

The main hatch survives, but it is collapsing into the gap. It measures approximately 12 ft. by 12 ft., and is attached to the maindeck beams by horizontal iron staple knees. Immediately aft of the hatch is the partners for the mainmast, with 8 in. diameter, iron-rimmed openings on either side for the pump wells. Immediately aft of the pump wells, in the lower hold, is a riveted iron tank, 6 ft. 3 in. fore and aft, 8 ft. 6 in. in breadth, and over 6 ft. high. A sampling of frames amidships gave a thickness of $6\frac{1}{2}$ in., and a width varying from 8 in. to 9 in. Frames are single, with spaces between in the sample area varying from $4\frac{1}{2}$ in. to $6\frac{1}{2}$ in. The ceiling planking is 3 in. by 9 in. in the lower hold. In the same area, the outer planking is $4\frac{1}{2}$ in. by $10\frac{1}{2}$ in. The hull had a wood sheathing up to the load waterline, similar to that on the EGERIA.

(to be continued)